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## FOREIGN MISCELLANY.

*From the Boston Daily Advertiser.*

### HISTORY OF THE ISLAND OF JUAN FERNANDEZ.

It having been recently announced that the island of Juan Fernandez disappeared from the face of the globe, at the time of a terrific earthquake which visited the eastern coast of the Pacific Ocean, without having left an inhabitant or a spectator to recount the disaster, the reader may be gratified with an opportunity of retracing the history of this ill-fated island. We therefore present the following translation of an article, from the *Feuilleton* of the *Journal Des Debats*.

The island of Juan Fernandez has just disappeared from the Southern Ocean. Sprung, undoubtedly, from the midst of a volcanic eruption, it has perished by an earthquake. Between the double catastrophe which has marked its beginning and end, no history in the world has made less noise than the history of this island. It is just, however, to search for the humble traces of it, in the recitals of the voyagers who have rested for a moment on its coast. However short may be the hour of glory that the life of any man may have held, we relate that life the day after it has ceased. And if countries have, like men, their individual glory, the island of Juan Fernandez indeed has its own; it has given an asylum to the sailor that Daniel de Foe baptized with the immortal name of Robinson Crusoe, and by this title it has well merited its obituary article.

Juan Fernandez was a Spanish pilot who lived in the sixteenth century. He was continually coasting along South America, from Peru to Chili, and knew no enemies but the south winds; enemies sometimes so dreadful, that they made from his voyage a rough school of navigation. The pilot determined one day to discover, if, by pushing out further, he might not escape these terrible winds; he did so, and found it well; his vessel glided, as by enchantment, over the sea. During one of these voyages, in about 1572, Fernandez discovered a coast which was not that of Chili, and, more fortunate than Christopher Columbus, he began by giving it his own name. It was an island; on his return he related the wonders of it; but when he spoke of conducting a colony thither, the Government of Madrid feigned not to listen to him. Spain was losing the empire of the seas, and having become more suspicious in proportion as the empire was diminishing, in every thing which could draw the attention of Europe towards the South Seas, it saw danger for its American possessions. It is not certain that Spain absolutely repulsed the demand of Juan Fernandez. However this may be, the latter, finding the island to his liking, determined to establish himself there. But he soon abandoned his growing kingdom to some goats, who multiplied there. It is doubtful whether Spain left him at rest in his possession, or it might have been in him a return from his passion for the sea. The sea and the sailor have a language peculiar to themselves, and which most men do not understand. It may be that Fernandez could not resist the promises of the ocean which bathed the shore of the island. He returned then to his life of adventures, and it was he, at least it is so believed, who first caught a glimpse of New Zealand. But this time he said nothing. A strange secret, and such a secret kept by a whole crew! And this man who has found a continent is silent, as if he feared that they would punish him for his discovery, or

that his neighbors would set out before him to rob him of it? Fernandez died murmuring his secret. The jealous uneasiness of Spain has shed upon the life of this man a tint of the marvellous, which has spread over the whole of this sea. There has, for a long time, remained something of this in the imagination of navigators.

Superstitious terrors, and the fear of regular governments, are not, in general, things concerning which buccaneers feel much anxiety. Buccaneers were then very numerous in those seas; and when the tempest had dismasted their ships, a long voyage exhausted their provisions, or the scurvy diminished their crews, they gladly refreshed themselves on the island of Fernandez. They found there fresh water in abundance, excellent fish, fresh vegetables, and goats in great number; and they would have been astonished to be told, that Juan Fernandez was a nearer heir to them than they. They came then to this island to rest from their fatigues and to share their booty.

Spain sent against them her ships of war, which rarely reached them, and repented of it sometimes that they had.

Now, in one of these buccaneer's ships was, by chance, in 1680, an English pilot, William Dampier, whose name has remained celebrated. I am ashamed, I avow it, to find such a man in so bad company. He was, besides, a skilful sailor, of rude and easy manners, of a determined will, but changeable mind. He was going to search for dyewoods at the bay of Campeachy, but on his way, he fell into the midst of those adventurers, and allowed himself to be induced to follow them to the South Seas. The ship, being in want of water, anchored at Juan Fernandez. Nothing is more similar than such a ship to a society exclusively democratic. It was rare that it did not bear within its sides some popular conspiracy. The plot sometimes broke out in full sea, and the captain might awake some morning and find himself with irons on his feet; sometimes it was on land or some deserted shore that the great blow was struck. On board, I know not what soldierly fear always restrained the mutineers; it seemed as if, in losing sight of the vessel, it became more easy to lose also the feelings of discipline. The vessel in which Dampier was landed, exhibited a revolution of this kind precisely; it made, all at once, an explosion on the island, and Captain Sharp was despoiled of the command. Dampier coldly adds, "We were neither satisfied with his conduct or his bravery. But whilst our friends were busy with this coup d'etat, the Spaniards came up, and they had only time to throw themselves out to sea. The buccaneers forgot, in embarking in haste, a poor Mosquito Indian, who was hunting in the interior of the island.

It is necessary to say here what a Mosquito is. The Mosquitos were a little people near Cape Honduras. One might have taken them for the last survivors of a lost race, so superior were they to the rest of the Indians in height, the strength of their limbs, their skill in hunting, their swiftness, and the keenness of their sight. They rendered great service to navigators, and sailors say our Mosquito, as they would say our steward or our cook. A vessel in these expeditions had always its Mosquito on board! But full of hatred against the Spaniards, they will scarcely submit to the English. I regard the Mosquitos as a sort of outlaw Indian, who seeks the alliance of the new-comer, in preference to the ancient oppressor of his country. However it may be, the Mosquito maintained his independence on board, serving in his own way, fishing alone in his canoe, or, if they did

not wish to indulge him in this fancy, letting the fish pass without seeing them. Endowed with rare sagacity, he soon managed his musket as well as his bow and arrow. Intrepid in battle, last in retreat, he had only one fear, it was of being overcome by the devil. If he accustomed himself easily to the manners of the foreigner, to his language and to his clothing, it cost him no more to cast off this borrowed nature; in a moment he became again the savage as before. Indifferent to any thing else, the most agreeable gift that an European could give him was a name. He who was forgotten on the island of Juan Fernandez was called Will, the familiar name of that other savage, who is spoken of by Voltair, William Shakespeare.

On the 22d of March, 1684, another vessel appeared in sight of the isle. Dampier was on board; he remembered the Mosquito. Did poor Will still live? Had he been able to escape from the Spaniards? Dampier felt himself moved while thinking of it, and led on by a little curiosity, he resolved to visit the shore. He put his canoe to sea. The first person who followed him was a Mosquito named Robin. In approaching, they saw upon the bank a kind of man, clothed in skins, who was making great signs. Robin jumped about in the canoe; they could scarcely restrain him. All at once he utters a cry, leaps on shore, and throws himself at the feet of this man, his face towards the earth. Will, for it was indeed he, raises, embraces him, and, in his turn, throws himself at his feet. The joy of these poor people softened all those who were present, and they went to embrace the recovered Mosquito. The latter, with the piercing sight, which is the peculiarity of his nation, had perceived the vessel on the evening of the day on which it cast anchor; and, not doubting that his old friends had come expressly to take him, he killed three goats, which he had prepared to commemorate their return. This narrative diverted the crew very much. As soon as he lost the fear of falling into the hands of the Spaniards, Will employed himself with the means of living. He had only a gun, a knife, a little powder and shot. His provisions were exhausted in a short time. What was to be done? A savage, in such a case, is less embarrassed than a mechanic of London Society. Will had a knife; he made use of it to cut into several pieces the barrel of his gun, and of these pieces he made harpoons, lances, fish hooks, and another knife. He kindled fire with his gun-flint, and heated the iron, which he afterwards altered upon the rock. With these formidable arms he took goats and fishes. The skin of a sea-calf, cut in strips, furnished him with lines. He constructed, half a mile from the sea, a little hut, which he covered with goat-skin, and here he slept for three years. But, for an Indian, this was simply continuing in the desert the savage life of the tribe.

After sixteen days of repose at this island, the vessel again set sail the 8th of April, 1684.

Such distant voyages had given Dampier considerable celebrity. The Government confided to him a vessel to make discoveries in New Holland. Dampier set sail with the *Roe-Buck*, in the month of January, 1699; but his voyage was unfortunate, and, in the month of February, 1701, the *Roe-Buck* went to the bottom near the Island of Ascension. A shipwreck does not cure sailors of their love for the sea, nor does old age; and, in 1704, Dampier departed again, simply in the capacity of a pilot, as formerly; he accompanied Captain Stradling in the *South Seas*.

Chance brought to the same vessel a Scotchman named Alexander Selkirk, or Seleraig, as some say. He was a bad fellow; born at Liege, in the county of Fife. Young Selkirk had early taken to the sea. The sea was then the grand refuge, open to all intractable spirits, who disliked the laws, and whose temper ill agreed with the discipline of society. But

on board a vessel, it is necessary to deal with men. Selkirk had had frequent quarrels with the captain, and when they were not on very good terms, the vessel stopped to take in water in a bay of Juan Fernandez. It was in the month of September, 1704, and with the month of September the season of spring begins in this island; the sight of this island, and the thought that he could be master of it, tempted the imagination of Selkirk; the temptation to leave Selkirk there was, I think, still greater to Stradling. The other repented the next day, but the captain was inflexible, and set sail, leaving Selkirk, for a punishment, to solitude and liberty!

The expedition was not fortunate, but Dampier never lost his courage, and, in 1706, this invincible pilot tempted fortune again in the same seas; this time under Captain Rogers Woode. This captain commanded two vessels that the owners had entrusted to him, the *Duke* and *Dutchess* of Bristol. This voyage, at first, succeeded no better than the others. The scurvy made its usual ravages among the sailors and the officers, and they were becoming too few to manage their vessels; then, as always, they thought of the isle of Juan Fernandez. The first of February, 1709, about four leagues from the island, they put to sea a boat, under the command of Captain Dover, with orders to explore the coast. In the evening they saw a light on the shore. Were the Spaniards there? Could the boat have met with a French vessels at anchor? They feared lest they should disembark, and a cannon was discharged to recall it. At two in the morning Dover returned. But they could no longer go without water, and the sick needed repose; between the scurvy or battle, they chose battle. It was necessary to prepare for it; useless preparations, for no enemy appeared; all was calm on the coast of the island. Dover went forth, anew, for discovery, and, as he was long in returning, they sent to support him, if it should be necessary, a pinnace, armed for battle. They soon returned, loaded with provisions, and having on board, I know not what strange creature, which, by degrees, exhibited the features and the air of a man; it was a man in truth, but of a savage appearance. Dampier thought he recognised Alexander Selkirk, abandoned upon the island for more than four years; it was, indeed, the poor Selkirk; he was received with joy, and like a friend who had just returned; they then hastened to transport the sick on shore, and made for them tents with the shreds of sails; the remainder of the crew were employed in refitting the vessels. To see joyous workmen and all these work-sheds grouped around the Captain's tent, one would have imagined the isle inhabited. Whilst this colony of a day animated one another to the work, Selkirk hunted for his guests; he caught goats, of which he knew how to make a broth, excellent for the sick, sea-birds, and delicate fishes. He went to gather from the trees, upon the summit of the rocks, little black plumbs, with which he regaled them. The gratitude of this poor man expressed itself in a thousand touching ways. The two crews remained twelve days upon the island; during the hours of rest they listened to Selkirk, and called him the Governor.

When he was placed upon the island, these were his resources: a bed, a gun, a pound of powder, balls, some tobacco, a hatchet, a knife, his sea instruments and books, and, lastly, a bible. During the first days, he was a prey to a deep melancholy; he cared for nothing; but his grief growing more calm, at length, he acquired again a taste for life. In this profound solitude, by the side of his bible, the only voice that spoke to him, he called to his mind, little by little, the humble shop where his father, the shoemaker, prayed to God so devoutly, and the good examples of his mother, and the severe admonitions that the minister of the parish gave him once from the pulpit. He succeeded in making a good Christian of a poor hermit. God and solitude conquered this violent cha-

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racter, softened this savage temper. Nature herself aided; a mild climate, a pure sky, an easy mode of nourishment, a fine soil, every thing which might promote the serenity of the mind, speaking to him of the goodness of God, whose grandeur the Ocean at the same time revealed to him. "Never, in my life, was I such a good Christian," said Selkirk, "and I despair of ever being such in future." He built two cabins, which he covered with the skins of goats; of one he made his kitchen; in the other he slept, prayed, and sung psalms. The wood, of the pimento, which lighted him while cooking his food, spread around an aromatic odor, the only luxury of his frugal table. When powder began to fail him, which was very soon, he took goats while running, by pursuing them across the rocks, and in ravines. He made a diversion of taking them so; those which he did not kill, he marked on the ear, and left them. The sea brought him good fish; the island produced, among other things, cabbages, which he seasoned with the fruit of the pimento. Dampier, in one of his voyages, had sown vegetables on the coast; they succeeded wonderfully, and Selkirk gathered them. There did not exist in the island any dangerous animals, except sea cows and lions, but it was easy to defend one's self from them. Selkirk had, however, to do with dreadful enemies, no less than rats. Some of these animals, urged, undoubtedly, by a taste for travel, like that of Lafontaine, who travelled over deserts, had escaped from vessels, which, at different times, had touched at this place; they had increased so as to become very inconvenient; Selkirk could not sleep without their coming to play with his feet and gnaw his clothes. But God, who created wolves to correct the sheep, (this is Lafontaine's word,) had put many cats in the island. Selkirk resolved to make friends with them. He bought their alliance with some quarters of goat. Between powers equally interested in the destruction of a common enemy, a treaty is soon concluded. The cats tasted of the goat. In the night they came by hundreds to encamp round his cabin, and, well guarded by them, Selkirk slept peaceably.

His clothes were soon worn out; he made others out of goat skin, which he succeeded in sewing together; a nail served him as a needle, and an old stocking furnished him thread, or even a skin cut in strips. His knife being used up as far as the back, he replaced it by a piece of iron picked up on the sand.

Full and occupied as was his life, it had still its leisure. Selkirk employed it in singing, and in playing with his cats and goats; he had taught them to dance. Sometimes he cut his name on the bark of trees, with the date of his exile. Man, however small he may be, always wishes to leave on this earth something of himself.

Thus did Robinson, and I appear to be relating his adventurous and analyzing romance; but I relate on the faith of Captain Rogers, and what he believed, I believe. Selkirk, besides, had no inducement to lie; if he spoke of his exile, Dampier was there to witness it; of his clothes, he showed them; of cats, his allies, why should not they be seen? of his agility, there were on shore hunters and a dog, who could put him at defiance; it was he who defied them, and who conquered them in running.

Selkirk was an excellent sailor; Dampier rendered him ample testimony, and Rogers took him as a mate. From his narrative it might be seen how human nature returns to a savage life; on board the vessel, Selkirk presented, for some time, the curious spectacle of a being who was renewing, by degrees, the habits of civilization. The first days it pained him much to wear his shoes. Accustomed to quench his thirst at the springs of the island, he dared not drink brandy, and he did not feel, at first, any taste for highly seasoned food. Isolated from men, and only conversing with his own thoughts, he did not more than half

pronounce his words, and they had at first some trouble in understanding him. The vessel set sail the 14th of February; it is not said whether Selkirk carried away his learned goats. Robinson did not forget his parrot. What became of Dampier? and Selkirk, what became of him? The first went to die, nobody knows where, and the second is found relating his history in the taverns of London; a divine history thrown to idle people, and which would have been lost in the fogs of the Thames, if Daniel De Foe had not been there to solicit and preserve it.

The Spaniards found in the island, after he had quitted it, traces of Selkirk, his two huts, his plantations, his goats. But it was no longer a time when Spain spread its colonies over America. Instead of taking possession of Juan Fernandez, she found it easier to prevent others from taking it, and to destroy the goats, several races of great dogs were let loose upon the island. The great dogs having multiplied, were established upon the soil, as a second race of conquerors. The goats retired to the north, among the high rocks, leaving the low lands to the new comers. This had the highlanders of Scotland done before; in 1740 there only remained a small number of the ancient masters of the country.

At this moment war had just broken out between Spain and England. The English Minister wished to ruin at once the Spanish commerce, in the heart even of its establishments. She secretly armed a squadron, and Admiral Anson was designated to command it. It was this other sailor, who bore his grandeur with so much simplicity, that it has been said of him that he had made the tour of the world without ever entering into it. Anson set out the 18th of September, 1740. But when, after three months of painful navigation, he had doubled Cape Horn, he found himself alone in the Southern Seas; the tempest had dispersed the rest of his vessels. A few days after, the scurvy prevented his crew from keeping at sea. Then Anson thought, also, of Juan Fernandez. He can never forget it, on these dreaded shores, and after a tempest, this island was invested naturally with the attractive appearance of the fabulous Eldorado. The first aspect of the island was rough and harsh, but for people exhausted with fatigue, and half dead, it was an enchanted shore; and it was so indeed, for, on approaching it, it appeared covered with beautiful trees, and the rocks pointed out rich vallies, traversed by limpid brooks which came to empty into the sea. The crew of Anson felt revived at this sight. These poor people were so rich that they welcomed, as a benefit of Providence, a little common grass which was brought to them.

The Admiral ordered a tent to be pitched in a beautiful valley, surrounded by trees in the form of an amphitheatre, with but one opening, towards the sea. From the middle of his tent, he watched the horizon, where he often imagined he saw, through the morning's fog, the vessels of his fleet. He was obliged to sojourn three months in the isle, in order to collect the other, and refit his own vessels; he traversed it with ease. He found there three bays, the best of which was the bay of Cumberland, towards the west; this is where he landed. Intersected in the north by deep ravines and pointed rocks, the isle offered in the south only a dry, stoney, and naked soil. In the north even the great trees which crowned it had taken feeble root, and some men, supposing themselves against the trunk, rolled into the precipice, where one of them perished. The isle, elsewhere, was abundantly provided with useful plants. The Admiral was not slow in discovering the vestiges of those who had preceded him. The first goat that was brought to him wore a venerable beard, with all the signs of old age. It had its ear torn, and they recollected, with astonishment, that Selkirk marked thus those that he did not kill. This was not the only one that they found thus marked.

I have said that the dogs made rough battle upon

the goats. The Admiral was one day witness to a rencontre between the two parties. For some time he followed with his eye the dogs who were rambling round quietly at the foot of a hill; suddenly they rushed to the summit, where a troop of goats had entrenched themselves. But some sentinel undoubtedly aroused the camp, for the goats appeared immediately at the entrance of the only path which gave any passage in the rocks. To overcome the enemy upon the slope might seem an easy thing; but however great his advantage of ground and superiority of number, the commander-in-chief did not judge it prudent to draw but his forces in front. He established himself in the narrow opening of the path, and ranged his troop in good order behind him. When the dogs arrived in front of this grave personage, they stopped suddenly at the distance of twenty steps, and not daring to attack him, they couched down panting. It was indeed the only war of which the isle had as yet been the theatre; but it was given, we see, by tacticians so skilful, that an officer of King George might take pleasure in watching the contest.

This monotonous life assumed at times a more lively interest. One day a Spanish ship passed in the horizon, to which they gave chase; another time one of their wandering vessels appeared, whose return they joyously saluted with a canon, with which all the rocks on the island re-echoed.

At last Admiral Anson, having collected the greater part of his fleet, again put to sea on the 19th of September, and continued his expedition. But before setting out, he wished to do for those who should come after him what others had done for him, and he placed in the earth the seeds of fruit trees, leaving to Providence the care of making them come forth from it. Many years afterwards, some Spanish voyagers told him, at London, that they found, in the island of Juan Fernandez, peach and apricot trees in abundance. They would have flattered him less in recalling his combat with Lajonquieze, which procured for him his peerage.

Since these travellers, who preserved such a remembrance of Admiral Anson's peaches and apricots, we find, during twenty years, no trace of any expedition to the isle. It appears that it was about 1766 that the Spaniards determined to establish themselves there. Captain Carteret, passing one day at a little distance, was greatly astonished to see the flag of Spain float from the top of a little fort, guarded by two or three cannons. In 1799, another Englishman, Captain Moss, demanded of the Governor permission to cast anchor and fish there. His demand was not positively granted; finding his boat beyond the reach of the cannon, he fished entirely at his ease. During this time the Captain examined the fort. This fort consisted of two little batteries, one of which protected, badly enough, the entrance to the bay; the other was turned towards a village, agreeably situated between two eminences; undoubtedly placed where Admiral Anson had pitched his tent half a century before.

In the month of November, Moss having returned, the Governor this time received him well, and permitted him to renew his provisions. The Captain did not allow himself to be conquered in generosity; he sent to Don Juan Calvo de la Canleza a present, which was indeed magnificent. It consisted of twelve bottles of wine, a dozen plates, two dishes, half a dozen goblets, a little pot of salt meat, and a pair of new boots. Don Juan Calvo de la Canleza could refuse him nothing. Moss visited the village, a charming village, composed of forty houses, each one having its garden full of fruit and perfumed groves. The women were beautiful, and their costume was strange enough; they wore a robe which scarcely descended below the knees, and which, extended upon a hoop, allowed the whole leg to be seen. May it not have happened, by chance, that the age of Louis XV. had received the fashion of hoop petticoats from the coasts of Chili?

In the midst of the revolutions which, for some years, have agitated the people of these coasts, the isle of Juan Fernandez has followed the fortunes of Chili, and the President of this republic appointed the Governors. What has become of its unfortunate inhabitants? We dare not think of it!

Such is the history of the island of Juan Fernandez, from 1572, when it was discovered, until 1837, when it disappeared, during the space of 265 years. It is a history without fame, with but few deeds within, few conquests without; but a destiny, useful at least, if it was obscure, like the modest fame of a good man. Sometimes other countries have been the benefactors of mankind, which, disappearing from the map, are effaced from the memory of man. Other islands have, for many years, received the unfortunate, forgotten by their companions, and the remembrance of them has perished; that of Juan Fernandez will never perish. Why? It is because it pleased a man of genius to choose some days in the life of a common adventurer, and to draw from it a beautiful book. This book has preserved from oblivion the name of this adventurer, abandoned upon an island, and of the island upon which he was abandoned. It is the privilege of talent to associate, with the duration of his work, the least materials which fortune presents to him. It is not, then, to diminish the fame of Robinson, that I have attempted this sketch; it is necessary to leave that to the contemporary critics of Daniel de Foe. I have wished, by placing truth by the side of fiction, to show how an anecdote, more or less striking, can become a sublime romance. And if I have succeeded in showing this, I shall bless the wind that has cast me, after so many others, upon the island of Juan Fernandez.

ANTOINE DE LATOUR.

*From the Daily Advertiser and Patriot.*

MR. HALE: I have read, in some late numbers of your paper, an interesting account of the island of Juan Fernandez, and am induced to send you a few interesting items in addition to those of the French writer, from whom the history was translated. In the *Nouvelles Annales des Voyages*, for March, 1829, is the following paragraph:

Ever since the Spaniards have been masters of Peru, Juan Fernandez has been a place of exile; but at present the Americans have established a colony there, which, in 1828, only consisted of two white men and six Otaheitan, and proposed to supply navigators of the Pacific Ocean with dried fish, poultry, and vegetables. Seals abound there. The climate is delightful, the water perfect, and the anchorage easy and safe. Pigs and goats will soon be so abundant there, that the island will soon be able to furnish fresh meat, also, to vessels that may touch at it."

The two Americans alluded to in this extract were Thomas P. Fowle, a Bostonian, and a sea captain, whose name the writer does not mention, of Salem. These two persons hired the island of the Chilean Government, and, accompanied by six hired Sandwich Islanders, (not six Otaheitan,) took possession for the purposes above mentioned. They did not provision many vessels, but they killed many seals, and shipped them for Valparaiso, but the Captain, who carried them, never returned to give any account to his partner of the vessel or cargo. Fowle has often assured the writer of this article that he never could discover any thing which looked like the remains of Selkirk's hut, nor, in fact, of any previous occupation, except the wild goats, and a large number of cats, wild, but evidently the progeny of tame cats, that had been left on the island by some former occupant. Before the lease had expired, the Government sent to the island a large number of state prisoners, (probably only guilty of political offences,) and these soon after seized upon an American vessel, that touched there to water, and compelled the captain to land them on the coast of Chili. This imposition upon the colony defeated the plan of the re-



maining American, who removed, with his servants, to Masafuere, where he spent one or two years, collected another small cargo of furs, and, abandoning the island, sailed for Chili, on the coast of which country he was wrecked, and barely escaped with his life. Fowle then returned to Boston in a national vessel, the Peacock, I believe, and, not finding employment, he embarked for Texas, and was one of the three who were slain in the battle of San Jacinto, which resulted in the defeat of Santa Anna, and the establishment of Texan independence. F.

**RUSSIAN EXPEDITION TO NOVA ZEMBLA.**—We understand that an expedition is now fitting out at Archangel, by the Russian Government, for the purpose of surveying the coasts of Novaya Zemlya, (or Nova Zembla,) and the seas around it.

It appears to be doubtful, notwithstanding the assertions of persons engaged in the seal fishery on the west coast of Novaya Zemlya, whether the North point of that island has ever been doubled by the Russians. To effect this object, and to ascertain the exact constitution of the island, which is thought to consist of an infinite number of insulated parts, is the main object of the present enterprise.

The first expeditions of the last hundred years that have sailed, with this object, from the port of Archangel, were despatched by the Russian Government, in the years 1820 to 1823, during which time four or five successive attempts were made to coast round Novaya Zemlya. The greatest distance reached in these attempts appears to have been 77 deg. north latitude, from whence the navigators, being on the western side of the land, saw its northern extreme over wide fields of impenetrable ice.

In the year 1832, a sixth expedition was despatched, under the protection and with the assistance of the Russian Government, by a merchant of Archangel, named Brundt, in conjunction with a person at that time in the employ of the Russians. The objects of this expedition were manifold. The orders, given to the commanders of the vessels employed, were to explore the hitherto unfrequented parts; but the avowed ulterior views of the authors of the expedition were to procure pecuniary benefit from fishing and hunting, and to obtain from Government an exclusive right of trade in such parts as the navigators might explore.

The first vessel returned in the same year, having made no discoveries, but with a considerable cargo of seal oil and morse teeth, the value of which is believed to have defrayed about one-half of the whole expenses incurred in fitting out the expedition.

Of the second vessel, no accounts have been received since her departure, and there is every reason to believe that she has been lost in the ice with all her crew.

The third vessel being driven by the ice into Kamenkaya bay, the crew wintered ashore, the vessel being blocked in by thick ice, although even so late as the month of November the commander of the vessel could perceive that the straits and sea of Kora were quite open.

In the following month of July, the vessel passed through the long strait called Matochkin Spar, which separates the north from the south part of Nova Zembla; and, after sailing round and surveying the southern part, was wrecked near the river Pechora. The crew reached Archangel by land.

In 1834, a seventh expedition was despatched by the Russian Government, consisting of two vessels, under the command of experienced officers. Finding that the ice prevented their progress to the northward of the Matochkin Spar, the commander of one of the vessels landed, and went on foot about one hundred miles along the east coast of the northern part of the island, where, finding a deep and broad bay, with high shores, he returned to his vessel.

One of the ships was hemmed in and crushed by

the ice, and the other returned, in the following year, (1835,) to Archangel.

The expedition at present fitting out will proceed to the west coast of Nova Zembla, principally with a view to enable two professors of natural history to pursue their researches in the botanical productions of the island, and the molusca and cetacea of its shores. The commander will receive orders to push as far as possible to the northward, on both coasts, and to complete, if possible, the survey of the whole island.

The only practical benefits hitherto derived from these expeditions have been the survey of the seas lying between Archangel and Nova Zembla, (by which the general knowledge of the navigation of the White Sea has been improved,) and new ground opened for the fisheries of Archangel.—*London Nautical Magazine.*

**SANDWICH ISLANDS—REMINISCENCES.**—It is now fifty years, since the ship Columbia, Captain Kendrick, and the sloop Washington, of only sixty tons burthen, as tender to the ship, were fitted out at, and sailed from, Boston, on a voyage of trade and discovery round the world. This was the first enterprise of the kind, and was crowned with success. There are circumstances attending it, that are fresh in our memory, and worthy of record. When the expedition arrived on the North-west coast, Captain Kendrick turned his back on his country, prevailed on a number of the seamen to join him, took possession of the sloop Washington, and refused to return. Capt. Robert Gray then took command of the Columbia, and continued the voyage. On his return, he called at the different clusters of Islands in the South Seas, and, among the rest, at the Sandwich, where, as well as at other places, he met with the most friendly attentions from the natives, particularly at Owyhee, where their king resided. Such was the confidence placed in Captain Gray, both by king and people, that they permitted him to bring away with him, to Boston, their crown prince, fully relying on his promise to return him to them. The ship was absent upwards of three years, and had not been heard from for a large portion of the time, when, in the summer of 1790, in a fine afternoon, we had just arrived at Boston, from Worcester, when a strange ship, bearing the stars and stripes of our country, arrived abreast of the castle, and fired a national salute, which was promptly returned by that fortress.

The firing was distinctly heard and seen from Boston, but no one could imagine what ship it was, bearing our country's flag, and doing and receiving such high honor. The inhabitants were all in motion, and coming to the long wharf by thousands; in the interim, the ship was recognised, and the artillery ordered out. As she came to anchor off the end of the wharf, the delighted multitude rent the air with joyful acclamations, while salvos of artillery shook the neighboring hills, and the astonished people hurried into the city to join in the general joy. The ship having returned the salute of the city, the Custom-house barge was manned, when the venerable General LINCOLN, collector of the port, with the owners of the Columbia repaired on board, and, after bidding a hearty welcome to Capt. Gray and his princely passenger, they all returned to the wharf together, when the air again rang with loud acclaim, and the artillery again poured forth its thunder. The prince, who was an Apollo in personal symmetry and beauty, was dressed in a helmet of the ancient Roman forms, covered with small feathers of the most beautiful plumage, which glittered in the sun, while on his body he wore a close dress, not visible except the sleeves, and over it a large and flowing robe, in the form of the toga, made of cloth, covered with feathers, precisely like the helmet. In this splendid costume, he took the arm of Captain Gray,

and a procession being formed, they marched to Governor Hancock's, who had sent his adjutant-general to bid them welcome. After a residence of some months, the ship was refitted, and with the same commander returned the prince in safety to his country and friends; from thence sprung all that friendly intercourse between those happy Islanders and the United States, to whom they are indebted for civilization, and the useful arts, which are making rapid progress among them.—*Cincinnati Post*.

**EARLY VOYAGES TO AMERICA.**—It may be recollected by some of our readers, that we announced, a year or two since, that the Royal Society of Northern Antiquaries, at Copenhagen, had in contemplation to publish a volume under the title of *Antiquities Americanæ*, the object of which was to treat of the early voyages to, and discoveries made in, this country anterior to the time of Columbus.

This society is one of the oldest and most eminent in existence; it enrolls among its members many of the best known and most distinguished savans in Europe, embracing not a few of those who have adorned the paths of science, literature, history, and antiquities; and by their unwearied, long-tried, time-honored services, it has become enriched with a cabinet of inestimable value, on account of its many rare manuscripts, and other documents and articles of various descriptions, illustrative of the persons at things, manners and customs, voyages and travels, &c., of by-gone times.

Some of the most prominent members have, under the direction of the society, devoted many years to investigations and inquiries concerning America, under a belief that it had been visited and colonized by voyagers from the North of Europe, during various periods embraced between the 10th and 14th centuries, inclusive. The vast amount of matter accumulated by the unwearied industry of the gentlemen, has at length been arranged, systemized and published by authority of the Society.

The work has just been received in this country, and a copy of it is now before us. It is a portly volume, in Imperial quarto form, of 480 pages. It is published in the original Icelandic, and accompanied by Danish and Latin translations; there is also prefixed an historical view of the Voyages of Discovery in English: it is embellished with several fac-similes of the famed Skin Books of Iceland, and illustrated by numerous copperplate Engravings.

It is evidently a work of vast labor and research, and in it the Society considers ample and satisfactory evidence is adduced, to settle the question that *America was known to Europe ages ago*, and that various portions of it, all along from Newfoundland probably to Florida, had been repeatedly visited, and more especially, many places in Rhode Island and Massachusetts. Mount Hope and its vicinity in a particular manner appear to have been often frequented.

To many among us, not the least interesting part of this work will be the description of the Writing Rocks, situated at Tiverton and Portsmouth, R. I., and opposite Dighton, Mass.; the last is treated of at considerable length, and the inscription which it bears explained; these monuments are pronounced to be erections of the middle ages; the one near Dighton is stated to have been erected at the commencement of the eleventh century, and was designed to stand as an evidence of the occupancy of the country by Northmen.

When more at leisure, should that time ever arrive, we will endeavor to furnish our readers with a full translation of the Society's opinion of these inscriptions.—*Providence Journal*.

**NAUTICAL LIGHTNING PROTECTOR.**—At the British Association was exhibited, by a Mr. Harris, a neat apparatus to illustrate some discoveries which he had made for the purpose of preserving vessels at

sea from the effects of lightning. The lecturer entered into an elegant and forcible review of the dangers to which the mariner was exposed from the electric fluid, and then went on to show how it was possible, by his contrivance, so to dissipate the lightning by a-opting conductors that should lead it, by copper rods, in a continuous and unbroken line through the masts into the water. This, Mr. H. proceeded to illustrate, by experiments with a model of a ship. The first experiment was briefly as follows: Some gunpowder was placed on the main truck; a small quantity of percussion powder was put into a small paper funnel, about one-third down the mast. The conducting chain, passing this, was carried into a boat that was floating in the water, in which also was placed a small quantity of powder. A metal rod was laid from the boat to the table, and here again was placed another small parcel of powder. Mr. Harris explained that, by conductors used on board of vessels at sea, the electricity was at once dissipated into the water. In this experiment, however, he wished to show that it could be conducted further. An artificial cloud, represented by a suspended mass of light cotton, was charged with electricity from the machine. This was brought into contact with the mast of the ship, when the powder on the cap of the mast, that on the boat, and that on the table, instantaneously exploded. The percussion powder escaped, the fluid having been conducted past it. Mr. Harris said he had the greatest confidence in this sort of conductor, and read several testimonials as to its practical utility. The last experiment was one to show the effects of lightning without a conductor. A model of a ship's mast was reared on the stage, with the metal conductor, fixed in a small groove, down one side. A strong shock was applied without any other effect than the slight cracking sound that is usual. The conductor was removed, a small quantity of gunpowder, it was stated, was placed between the two segments of the divided mast, the shock was applied, and the mast was instantly blown asunder. The effect of this, we may say, was truly electrical.

The whole of these experiments were exceedingly interesting, and the audience testified their delight by loud and frequent plaudits.

The chairman (the Earl of Burlington) presented a vote of thanks to Mr. Harris, which was carried by acclamation.

**CURIOUS INCIDENT.**—A singular incident is thus gravely related in Stavorinus's *Voyages to the East Indies*. We would advise all our sea-faring brethren, who, when in the midst of the wide Atlantic, hear loud sounds, resembling groans, proceeding from the bosom of the waters, to make all snug, and prepare for a tussle with the elements:—*Boston Mercantile Journal*.

"About six o'clock there arose a sound, just like the groaning of a man, out of the sea, near the ship's side. When I first heard it I thought that some one of the crew had been hurt between the decks, and I sent the officer of the watch down to see what was the matter. The men, however, who were on deck, told me that they had heard this noise arising, as it were, from out of the water, several times before; and I then perceived it to be as they said; for, going on the outside of the main chains, I plainly heard it ten or twelve times repeated. It seemed to recede proportionably as the ship advanced, and lessening, by degrees, died away at the stern. I suppose that it was, perhaps, occasioned by a sea-lion that might be near the ship, as many of these animals were said to have been seen on the island of St. Paul, although we perceived nothing like any animal. About seven o'clock, the gunner, who came to make a report of some matters of his department to me, informed me that, on one of his India voyages, he had met with the same occurrence, and that a dreadful storm had succeeded, which forced them to hand all their sails, and



drive at the mercy of the winds and waves for four and twenty hours. When he told me this, there was not the least appearance of any storm; yet before four o'clock in the afternoon we lay under bare poles, scudding before the wind in a violent tempest. The sea ran so high on all sides that, at nine o'clock in the evening, all the cabin windows and hatches were stove in, and the water rushed quite into the state room. To provide, however, as much as possible against this, we spread a sail over the stern, on which the sea could break, and which proved of great service to us. This blowing weather continued till the next day, the 12th of January, when the violence of the storm abating a little, we were enabled to set our sails again. Fortunately no material damage was done to our masts or yards, but the bread and sail rooms were again very leaky."

**FIRE ARMS.**—The first missiles of this description appear to have been used by the French troops under Philippe de Valoise, in 1330. Within another century they were adopted to so general an extent that it was no uncommon thing for three or four hundred cannon to be employed at a single siege, and as many as four thousand culverins to be brought into play on a single battle field. The Swiss, on the famous day of Morat, in 1476, were seconded by no less than ten thousand of these culverins; they were long tubes of copper or wrought iron, weighing from twenty to fifty pounds each, the heaviest being mounted on small moveable carriages, and the lightest suspended to standards.

Improvement, made in this species of fire arms, led, at last, to the use of the existing musket. The men who were armed with arquebuses or muskets, for a long time, did not act in any other capacity than as light troops. It was their duty to spread themselves along the front and flanks of the corps attacked, and clear the advance of their own party. In fact, their service was analogous to that of our present riflemen; they were called *enfants perdue*, from which expression our own term, "forlorn hope," is evidently derived. Toward the close of the 17th century several important innovations were made in the construction of fire arms. Guns with flints, such as are now in use, are said to have been invented in 1630, and were first given to the troops in the year 1680. The bayonet, with a solid socket, which was fixed in the mouth of the barrel, was produced in 1671; but in another thirty years, we find it made with a hollow socket and grooved blade, as is the practice of the present day. Pikes were not got rid of, nor were the musket and bayonet universally introduced in the French army until the year 1706, when Vaudan's genius was more potent with Louis XIV. than all the remonstrances of Marshall Montesquieu, and a whole phalanx of the old school of military tacticians.—*United Service Journal*.

**RAISING A SUNK VESSEL.**—We extract from a London paper the following account of a process adopted to raise the Apollo steamer, sunk in about seventy feet water, and resting on a bed of blue clay. The power of the buoys must be immense to perform the task assigned them.

The following are the means that are being employed for raising the wreck of the Apollo steam vessel, sunk off Grays. On the first ebb tide after the sinking of the Apollo, the top of her mast was just visible at low water, but since then no portion of her has been seen, and it is ascertained by the divers that at the succeeding flood she fell over on one side, and since then has repeatedly shifted her position, and now lies nearly keel uppermost, a position which materially increases the difficulty of weighing her up. The diver regularly descends every time of low water, even at night, unless it be more than usually dark and boisterous. It is air tight in all its parts; the head-piece is of stout white metal, with a glass front, and has an

air pipe, through which a constant stream of fresh air is supplied by the pump in the vessel above. The diver generally continues under water for about two hours, but the extreme muddiness of the water prevents him from seeing any thing distinctly. His business is to ascertain what changes have been produced in the condition of the wreck by the fluctuations of tide and weather, the state of the tackle previously affixed, and to adjust whatever fresh apparatus may be lowered to him. The vessel lies in a bed of blue adhesive clay, the suction of which is very unfavorable to the operations. The buoy fixed by the Trinity Company, which had drifted away half a mile, has been replaced. On Wednesday an accident occurred which, in a moment, destroyed all that had before been done towards weighing the vessel. The chain that had been made secure around the midship of the wreck, and to which the two huge buoyant air cones were attached, suddenly, from the strain of the cones on it, snapped in two, and the released cones sprung upward with such force that they nearly bounded altogether out of the water.

There are five other cones on board the Water Witch, that, if necessary, can be soon filled with air, and brought into service: but, in the opinion of Captain Bush, who has the superintendence of the operations, the three already floated will be sufficient to raise the wreck. The cones are made of double canvas with an internal lining of Indian rubber, and are strengthened by stout cordage bracing them in every direction on the outside. These cones, when fully charged with air, are of immense size, and estimated to be able to raise thirty-five tons each. A strong new chain has been provided, which it was intended, if possible, to make secure round the wreck at low water on Thursday night; and if this can be accomplished, and the three cones sunk and made secure to the chain, hopes are entertained that the wreck may be speedily raised. Having once got her out of the adhesive mud, the task, it is said, will be comparatively easy of moving her, through mid-water, toward the Kent shore, on the beach of which it is proposed to place her. The depth of water in which she is now lying is 11½ fathoms, equal to 69 feet. The means adopted by Captain Bush, in the present instance, are the same as, under his superintendence, have previously been successful in raising two vessels. The Apollo, which he is now attempting to raise, is of 120 tons register, but has no cargo on board, and the only weights to be raised, beyond that of the wreck itself, are those of the engine and boiler.

**CHRONOMETERS.**—In looking over the London Nautical Magazine, for September, we notice that the firm of Arnold & Dent, of London, have had awarded to them the premium, from the British Government, of £3,000 sterling, for their improvements in chronometers. Of the many on trial, one of theirs performed, with the astonishing exactness of losing, in twelve months, but 54-100ths of a second! These valuable instruments have attained such a degree of correctness that the mariner is now able to ascertain his longitude at sea with the greatest degree of accuracy.—*U. S. Gazette*.

**ORIGINAL REVOLUTIONARY ANECDOTE.**—When the American army was stationed in Putnam county, during the Revolutionary war, one of the soldiers saw a boat approaching, and he cried out, there comes "old Put," a name familiarly applied to the gallant General Putnam. A young upstart officer hearing this caused him to be put under arrest for speaking disrespectfully of the General. On the arrival of General Putnam on shore, he inquired what that man was sent away for? The officer said, he has spoken disrespectfully of your Excellency. What did he say? inquired the General. He called you "old Put." So I am old Put, said he; release him instantly.—*N. Y. Gazette*.

WASHINGTON CITY ;  
THURSDAY, .... NOVEMBER 23, 1837.

We have examined, with great satisfaction, a chart of the survey of George's Shoal, executed by Lieut Com'dt C. Wilkes, in the U. S. brig Porpoise. The number of soundings marked on the chart, although not two-thirds of those made are set down, attests the fidelity with which the duty has been performed. The surface of the water, traversed by the Porpoise and her tenders, exceeded 500 square miles, and the lowest depth found on any part was *fifteen feet*, and that only on a very small and detached portion of the shoal, on which buoys have been placed. This chart will form a valuable addition to our stock of hydrographic knowledge.

The opinion of Lieut. Wilkes is adverse to the feasibility of erecting a light-house.

A particular description of the shoal and the survey was published in the Chronicle of Oct. 26, page 263.

**THE MOURNER'S GIFT**, EDITED BY MRS. M. A. PATRICK. *New York*, 1837.—An apology is due for having failed to notice, at an earlier day, this judicious collection of articles, in poetry and prose, designed for the consolation of such as have been afflicted by the loss of relatives and friends. The editor is herself the widow of an officer of our army, and has employed some of her leisure moments, aided by a well cultivated mind, in preparing this little volume, so admirably calculated to administer balm to a bruised spirit.

The mechanical execution of the work is of the first order, and the names of authors, Mrs. Hemans, Mrs. Sigourney, Miss Gould, Miss Bowles, G. Mellem, and several others, warrant the assurance that the literary department is worthy of commendation.

We have received an extract from the journal of an officer on board the U. S. ship North Carolina, which we shall publish at an early day, and for which we return our thanks; also, the accompanying list of officers attached to the several vessels composing the Pacific squadron, at Callao, on the 6th July last.

**NORTH CAROLINA, 74.**

**HENRY E. BALLARD**, *Commodore*.  
**T. O. Selfridge**, *Acting Commander*.  
*Lieutenants*, A. G. Slaughter, J. Noble, H. Ingersoll, W. Ward, C. S. Boggs.  
*Fleet Surgeon*, W. Swift. **J. Brinckerhoff**, *Passed assistant*, and **J. Dickinson Miller**, *Assistant Surgeon*.  
*Purser*, Joseph Wilson. *Acting masters*, J. L. Henderson, W. H. Brown.  
*Chaplain*, T. J. Harrison. *Professor of Mathematics*, J. T. Houston. *Commodore's Secretary*, Henry Hobbs.  
*Passed Midshipman*, C. F. McIntosh. *Lieutenant of Marines*, A. H. Gillespie. *Midshipmen*, F. E. Baker, J. S. Biddle, T. M. Crossan, C. Deas, J. L. Hannegan, A. D. Harrell, T. B. Huger, E. Higgins, R. P. Lovell, F. K. Murray, W. B. Muse, A. McLaughlin, J. S. Taylor, E. L. Winder.  
*Boatswain*, W. Brady. *Gunner*, A. Stephenson. *Carpenter*, A. Jones. *Sailmaker*, T. J. Boyce.

**SCHOONER BOXER.**

**W. C. NICHOLSON**, *Lieutenant Commandant*.  
*Lieutenants*, T. A. Hunt, C. Price.  
*Passed Ass't Surgeon*, L. W. Minor. *Purser*, S. Forrest. *Passed Midshipmen*, J. R. Sully, H. Walke. *Midshipmen*, R. M. Bowland, J. C. Patterson, M. Rush. *Captain's Clerk*, H. G. Jones.

**SCHOONER ENTERPRISE.**

**W. M. GLENDY**, *Lieutenant Commanding*.  
*Lieutenants*, J. Weems, W. R. Taylor, W. Leigh. *Acting Assistant Surgeon*, D. Harlan. *Acting Purser*, J. D. Gibson.  
*Midshipmen*, J. Gold, Jr., W. Van Rensselaer. *Captain's Clerk*, Holt Wilson.

*Correspondence of the Army and Navy Chronicle.*

"PENSACOLA, Nov. 6, 1837.

"The Constellation and Vandalia are in port. The Boston repairing and fitting new rigging at the yard. Commander Gwinn has taken command of the Vandalia; the V. is just going out in search of the pirate, an order having been received from the Secretary of the Navy, by express mail."

**ARRIVALS AT WASHINGTON.**

Nov. 17—Ass't Surg. A. C. Turtelot, Mrs. Mount's.  
Lieut. J. M. Wells, 7th Inf., 6 Buildings.  
20—Capt. J. R. Vinton, 3d Art'y.

**PASSENGERS.**

**NEW ORLEANS**, Oct. 30, per steamer *Avalanche*, from Paducah, Lieut. D. Ruggles, of the Army, and 65 U. S. troops.

Oct. 31, per ship *Deucalion*, from Boston, Capt. Nute, U. S. A.

Per steamer *United States*, from St. Louis, two hundred and eight Missouri volunteers, with horses, rations and forage, under the command of Col. Richard Gentry, bound to Florida.

Per steamer *St. Louis*, from St. Louis, two hundred and twenty-five Missouri volunteers, mounted and equipped, destined for Florida.

**NEW YORK**, Nov. 19, per ship *Norma*, from Havana, Comm'r Thomas Crabb, of the Navy, and Mr. J. E. Brooks, late Captain's Clerk of the U. S. ship *Vandalia*.

**CHARLESTON**, Nov. 14, per steampacket *South Carolina*, from Norfolk, Col. Pierce, Major Graham, Lieut. Magruder, Major Fauntleroy, Dr. Maxwell, U. S. A., Capt. Ramsay, U. S. N.

Nov. 12, per steampacket *Boston*, from Wilmington, (N. C.) Gen. Armistead, and Lieut. Garner, U. S. A.

Nov. 15, per steampacket *Boston*, from Wilmington, Col. J. Kearney of the army.

**SAVANNAH**, Nov. 13, per U. S. steamer *Poinsett*, from Black Creek, Major McNeill, U. S. A.

**DOMESTIC INTELLIGENCE.**

**BY THE SOUTHERN EXPRESS MAIL.**

**MERCURY OFFICE.**

**CHARLESTON, Nov. 13**

The schooner *Lurana*, Capt Swasey, arrived at this port this morning, from St. Augustine, by which arrival we have received the following intelligence:

On Monday night, 9th inst Brig. Gen Hernandez, with his forces, returned to St. Augustine from another successful expedition to Spring Garden, which resulted in the capture of fifty-three Indians and the recapture of sixteen negro slaves. Twenty of these are warriors, among whom are the eldest and youngest sons of King Philip.

We learn that a chief of the Tallahassee Indians, was captured a few days previous near Tampa Bay. He was run down by those who discovered him.

Gen. Jesup has returned to St. Augustine.

We are informed that the post at Lake Monroe will be re-established during the ensuing week, under the command of Col. Harney.

The road ordered by Gen. Jesup to be cut from Fort Hanson and the highest navigable point of Deep Creek, has been completed by Lieut. Whitehurst, and supplies are now received from Garey's Ferry by that officer, commanding at Fort Hanson.

**ST. AUGUSTINE**, Nov. 7.—The schooners *Medium*, *Magee*, and *Oscar*, *Buckingham*, and steamboat



Florida, Nock, with provisions and sloops sailed this morning for Mosquito. The Florida towed the Medium over the bar, and returned for the Oscar, but in consequence of a high sea caused by the flood tide and northeast wind, it was impossible to get over. The Florida has returned to town; the Oscar lies at the quarantine ground. Gen. Hernandez accompanies the expedition.

We have procured a copy of Gen. Hernandez's order announcing the success to the troops of his command, which has been promulgated at all the posts east of the St. John's.

#### NEW SERIES.

Head Quarters, forces East of the St. John's.

ST. AUGUSTINE, Nov. 2d, 1837.

Orders No. 1.

Part 1. Brig. Gen. Hernandez announces to the troops of his division the success of the recent expedition to Spring Garden, commanded by himself, under the orders of Major General Jesup, which has resulted in the capture of fifty-three Indians, and in the rescue of sixteen negro slaves, the property of our citizens; making a total of sixty-nine Indians and negroes, of whom twenty-two are Indian warriors.

The General returns his thanks to Major Ashby, and Captain Hanson, and to the officers and men of the several companies of their respective commands, who composed the troops of this expedition, as well as to Assistant Surgeon Forry, for their good conduct through the whole of it.

The General feels himself called on in an especial manner to notice the bravery of private Joseph Sanchez, of Capt. Hanson's Company of East Florida Volunteers, who in advance of the troops, accompanied only by the Indian guides, pursued the two Indian warriors, the youngest and eldest sons of King Philip, into the swamp to which they had fled; and there captured them, though repeatedly threatened with the discharge of their rifles. This conduct the General thinks worthy of the highest praise. The good conduct of the Indian guides, Blue Snake and Tomoka John, is also deserving of high reward; for to them is due the merit of the capture of those Indians without bloodshed.

Part 2. The General takes this opportunity of advertising to the propriety of officers impressing on their men the necessity of their being provided with the full quantity of subsistence and forage which may at any time be ordered to be furnished to them, particularly when under marching orders; and also of observing the most perfect silence when in pursuit of the enemy. To some failure in both these respects during the recent expedition, may, perhaps, be attributed a less complete success than would otherwise have resulted from it. To the officers belongs the duty of causing the interests of the service to be attended to in these particulars.

Part 3. Officers in command of the several posts and detachments, will cause these orders to be promulgated on parade. By order,

JOHN DRYSDALE,

A. A. G. & Brig. Maj.

The continued successes of Gen. Hernandez, and the troops under his command are highly cheering, and creditable to himself. May like success attend him in all his future operations.

FLORIDA WAR.—We learn from a source entitled to the utmost confidence, that forty two companies of volunteers, under the command of Col. Nelson, from the up country of Georgia, will this day rendezvous at Camp Call in Hall county, and that they will take up the line of march for Florida on to-morrow. From the great number of troops now on their way to Florida, together with the recent capture of Powell and about ninety other chiefs and head men of that nation, we confidently anticipate a speedy termination of hostilities in that ill-fated country.—Recorder and Spy, (Dahlohnega,) 4th inst.

#### TROOPS FOR FLORIDA.

MILLEDGEVILLE, (GA.) Nov. 14.—Brig. Gen. Charles H. Nelson, with a force of about fifteen hundred volunteer mounted infantry arrived at this place on Saturday last, and yesterday took up the line of march for Florida. This force has been called into the service of the United States to terminate the murders which have so long disgraced our country in that unfortunate Territory. Gen. Nelson has raised this force at the request of Governor Call, of Florida, who, in a letter, dated 25th of September, 1837, and another of subsequent date, communicated the wishes of the commanding General as to the raising of these troops.

When the express, which was sent with Governor Call's letter, reached Gen. Nelson, he was engaged in organizing a force, under the orders of Governor Schley, to be in readiness for the protection of the inhabitants of our Cherokee circuit. Being anxious to meet this call of the Government, General Nelson, by the permission of Governor Schley, withdrew from that service, and being now free from any engagement, he set about raising a force for the present campaign in Florida, and in less than three weeks, had raised, and put in motion, the corps of men we have before adverted to.—Fed Union.

A corps of two companies, about 150 in number, left Philadelphia, on Tuesday, on board the schooner Amelia, bound to Florida. One of the companies was composed entirely of Germans, and are under the command of German officers.

THE TROUBLES AMONG THE WESTERN INDIANS.—A slip from the office of the St. Louis Bulletin, dated Nov. 14, says, "By late information from Fort Leavenworth, we learn the frontier people, below the Osage river, having been endeavoring to raise an excitement in that section of the State, by expressing alarms against the Osage Indians, many of whom have come within the boundaries of the State, with their wives and children, for the purpose of hunting, and upon the strength of written permission, given them by some of the white inhabitants residing in the State. Gen. Lucas left Independence, immediately on receiving the rumor, with about 500 militia to oppose the aggressors. Colonel Kearny, commanding at Fort Leavenworth, fearing unnecessary difficulty, and believing the motives of the Indians to be entirely pacific, immediately despatched Captain Sumner, with 100 Dragoons, and, a few days after, 50 more, to drive the Indians without the boundary of the State for their hunting purposes, and to interpose his command, and keep separate the whites and Indians. The circumstances of the Indians bringing their wives and children with them, is conclusive evidence that they did not anticipate danger or bloodshed; and though the whites had no authority to grant permission to the Indians to hunt within the limits of the State, yet it is not to be supposed that the poor ignorant Indians knew that they were encroaching, when they had received permission from the whites. It is believed, however, that all difficulties have been settled; the Indians retreated to their own hunting lands, and the militia to their homes. The detachment of Dragoons sent out under Captain Sumner was expected at Fort Leavenworth on the 10th or 12th inst."

General M. Arbuckle, commanding officer at Fort Gibson, arrived here, on Wednesday last, in the steamboat De Kalb, after an absence of several months in Virginia, &c., on furlough, and left on the following day, in the steamboat Mount Pleasant, to resume his command at Fort Gibson. It will be gratifying to his numerous friends, in Arkansas and elsewhere, to learn that his health is greatly improved, and much better now than it has been for several years.—Arkansas Gazette.

A slip from the Norfolk Beacon mentions that pilots had left that port for Philadelphia, to bring around the great ship Pennsylvania.

From the same source we learn that one hundred seamen, with officers, left the navy yard, on Saturday afternoon last, in the steampacket Georgia, for Charleston, whence they will leave, under command of Lieut. Powell, of the U. S. Navy, for Florida.

We learn that Captain WILLIAM A. HOWARD, of the U. S. Revenue Service, and late commander of the schooner M'Lane, on this station, has received orders to take command of the schooner Madison, at Portsmouth, N. H. The Madison is one of the largest and best equipped Cutters employed in the service. The friends of this meritorious officer will be pleased to learn that his qualifications have been properly appreciated by the Department at Washington. —*New Bedford Mercury*.

**THE BIG SHIP.**—The ship of the line Pennsylvania was visited yesterday by many ladies and gentlemen. Among the latter, Mr. Underwood of Kentucky, Mr. Gholson of Mississippi, Mr. Shields of Tennessee—all members of Congress. They were accompanied to the yard by Judge Sutherland, and we need scarcely add, that every attention was paid them, by the gallant old veteran in command of the station, Commodore Stewart. Courtesies of this description, between the representatives of remote sections of the Union, cannot be too much encouraged. While upon the subject, we may as well annex a list of the officers of this noble ship.

Commodore, Charles Stewart; Lieutenants, John M. Dale, John Kelly, Edmond Byrne, John Marston, Jr., \*Arthur Lewis, \*Thompson D. Shaw, Lawrence Penington; Surgeon, Thomas J. Boyd; Purser, Samuel P. Todd; Master, R. S. Tatem; Assistant Surgeons, R. Woodworth, R. Hamilton; Passed Midshipmen, G. L. Selden, R. Beach, \*D. R. Crawford, W. Reynolds; Midshipmen, E. Boyle, J. E. Duncan, C. H. Piper, \*C. St. George Noland, C. Sinkler, \*N. Barnes, \*J. Usher, E. Donaldson; Boatswain, \*W. Waters; Gunner, A. Russell; Carpenter, \*C. Boardman; Sailmaker, \*B. Crow.

The officers marked \* belong to the Columbia frigate, Commodore Read, bound on a cruise to the East Indies, and round the world. We wish them health, comfort, and harmony, during their long absence. —*Philadelphia Inquirer*.

**ANOTHER STEAMBOAT ACCIDENT.**—A slip from the office of the St. Louis Bulletin, Nov. 13, says "We have seen a letter from Major TALIAFERRO, U. S. Indian Agent, dated the 4th instant, stating that the steamboat *Rolla* had collapsed a boiler flue near Pine river, below Rock Island, by which accident one of the firemen had been blown overboard and lost, and the Engineer slightly injured.

The *Rolla* left St. Louis on the 1st for St. Peters, having on board the whole of the Sioux delegation of Indians, consisting of about 30 persons, principally Chiefs, on their return from their late visit to Washington; but, fortunately, as Mr. Taliaferro writes, no one of the delegation was injured.

The Flour which is manufactured by our townsman, Nathan Tyson, Esq., by a process of his own invention for keeping it sound and sweet on the longest voyages, and in the hottest climates, has enjoyed a high reputation for years past. The following letter furnishes further and most conclusive testimony in its favor. —*Baltimore American*.

U. S. SHIP PEACOCK,  
UPPER CALIFORNIA, NOV. 1, 1836.

SIR: I purchased, for the use of the crew of this vessel, a lot of flour marked "Kiln dried patent, N. Tyson," from a whale ship, and was informed by the

captain of the whaler that it had been on board this ship two or three years, and on serving it out to the crew it proved to be fresh, sweet, and of a superior quality. I consider it far preferable for the use of the Navy to any other flour.

I am, sir, yours most respectfully,  
R. R. WALDRON,  
Purser of the U. S. Ship Peacock.  
N. TYSON, Esq., Baltimore

**JUST TRIBUTE.**—The Chamber of Commerce, as will be seen in the annexed correspondence, have done an act of well-timed and well-merited justice, in their vote of thanks to the Naval Officers and men on this station, for their alacrity and zeal on a recent occasion:—*N. Y. American*.

NEW YORK, NOV. 9, 1837.

To Commodore Ridgely, Navy Yard, Brooklyn.

SIR: The Chamber of Commerce of this city, at their regular meeting on the 7th instant, passed a resolution unanimously, tendering you their thanks, and those officers associated with you, for the zeal and judgment exercised by you in preparing for service the means within your power, on the occasion of the late alarm of piracy on our coast. It gives us much pleasure to transmit the same to you, and through you to Capt. Stringham, Capt. Perry, and Lieut. Sands, who so promptly co-operated with you on that occasion.

Respectfully,

Your obedient servant,  
ROBERT LENOX, President.

JACOB HARVEY, Secretary.

U. S. NAVY YARD,

NEW YORK, NOV. 11, 1837.

To Robert Lenox, Esq., President of the Chamber of Commerce.

SIR: I have been honored with a communication from you as Vice-President of the Chamber of Commerce of the city of New York, informing me that the Chamber, at the regular meeting on the 7th inst., passed a resolution, "unanimously tendering you (to myself) their thanks, and those officers associated with you, (me,) for the zeal and judgment exercised in preparing for service the means within my power, on the occasion of the late alarm of piracy on our coast," and asking of me to transmit the same to Capt. Stringham, Capt. Perry, and Lieut. Sands, who so promptly co-operated with me on that occasion.

I have, in conformity with your request, transmitted to those gentlemen this flattering evidence of respect on the part of the Chamber of Commerce, and am requested by them, as I do for myself, to offer to the Chamber, through you as its President, our sincere regards for this voluntary tribute of respect on their part, and to assure them that the highest reward the officers of our Navy can receive is the favorable and respectful opinions of the citizens of our Government.

I am, sir, with great respect,  
Your most obedient servant.  
CH. G. RIDGELY.

**REVENUE CUTTER GALLATIN.**—From the report which we insert below, it will be perceived that the Gallatin had a perilous time of it on her cruise, on the occasion of the late supposed piracy. All concerned in this hazardous enterprise deserve, as they will no doubt receive, the thanks of this community. —*N. Y. Gazette*.

U. S. CUTTER GALLATIN, }  
November 3, 1837. }

SIR: In pursuance of your order of the 23d ultimo, I proceeded immediately to Wilmington, where I found the cutter not exactly ready for sea, but through the exertions of her officers, together with our own force, I was enabled to have her ready by 7, A. M., next morning.



On our arrival at Lewistown, by the best information I could obtain, I determined to steer to the southward, keeping the land on board, (running the coast down and examining,) there being a probability that the Susquehanna had been run on shore to the northward of the capes of Virginia.

I took a Hampton pilot, intending to run into the Roads and gain some information; but shortly after, the wind shifted suddenly, and we were obliged to stand out to sea. The wind increased, and in a few hours it blew a hard gale from N. N. E., which lasted four days. All we had to depend on was our foresail, (which had been condemned.) We stood to the eastward, to long. 70 deg., and lat. 34 deg. 30 min. Since which, every exertion has been made to fall in with the pirate vessel.

I cannot conclude this report without expressing the high approbation I feel in the conduct of every one concerned in the expedition. The seamen were greatly exposed to the inclement weather, having only the slight clothing in which they left the yard; and, from the commencement of the gale, on short allowance of water.

Of Capt. Gold and his officers I cannot speak too highly for the zeal they evinced on the occasion.

The gentlemen who volunteered were always ready. With the highest respect,

Your obedient servant,

J. M. DALE.

Commodore CHARLES STEWART, commanding U. S. Navy Yard and Station, Philadelphia.

Commodore Stewart has received and transmitted, to the Honorable the Secretary of the Navy, the report of Lieut. John M. Dale, commanding the detachment of officers and seamen, sent in the United States revenue cutter Gallatin, on the 23d of October last, in pursuit of the piratical vessel, said to have been hovering in our waters and on our coast.

The cheerfulness with which the officers and seamen volunteered for this novel service, in which they could encounter nothing but deprivations, from the hurried manner in which it was put forth, and inconvenience from the smallness of the cutter, and consequent crowded state of her accommodations, entitles all to the thanks of the commander of the station, and the applause of our fellow citizens. If their efforts were unsuccessful, their merits deserved a better fate; and had the pirate been found, there is no doubt fortune would have accorded it. The commander of the station, therefore, tenders to the officers and seamen his grateful thanks for the noble efforts they made, and the manner in which they sustained the reputation of their service.

To the gallant Captain Hays, who volunteered his services on that occasion, the Commodore cannot express himself too grateful; indeed, he feels satisfied that his own efforts would have been inadequate to the object, had not Captain Hays's assistance, united with the energies of Lieutenants M'Kean and Mercer, enabled every thing to "go ahead."

To Captain Dumphy, who also volunteered his services, the Commodore is also highly grateful, and to the officers commanding, and the officers serving on board the revenue cutter, the commander of this station, as well as the Navy, are highly indebted, for their harmonious co-operation, and their officer-like conduct; and the Commodore hopes that the Honorable the Secretary of the Treasury will bear in remembrance their merits and exertions.

COMMANDANT'S OFFICE, U. S. Navy Yard.  
Philadelphia, 15th, Nov., 1837.

List of Officers of the United States Navy Yard, under the command of Lieutenant Commandant John M. Dale, with a detachment of 61 men on board the United States revenue cutter Gallatin, in search of a piratical schooner, supposed to have robbed the packet ship Susquehanna, on the 21st of Oct., 1837.

Lieut. John M. Dale, Commanding.

Lieut. Edmund Byrne, volunteer.

Lieut. Arthur Lewis, do.

Master Rob't S. Tatem, do.

Passed Midshipman Wm. Decatur Hurst, do.

Do. Carter B. Poindexter, do.

Do. D. Ross Crawford, do.

Midshipman C. St. George Noland, do.

Boatswain William Waters, do.

Gunner Alexander Russell, do.

List of officers attached to the United States Revenue Cutter Gallatin, Capt. Gold, and crew of 13 men.

Captain Gold,

Lieut. Josiah Murch, 1st.

Do. Charles Grover, 2d.

Do. George Berriman, 3d.

CITIZEN VOLUNTEERS.

Gen. J. Braditch Ellovitch.

Capt. Thomas Hays.

Capt. James Dumphy.

Pilot—Peter Painter.

J. M. Wallace, M. D.

## DOMESTIC MISCELLANY.

*From the Charleston Courier.*

### THE INDIAN MEDIATION.

The deputation of Cherokee Chiefs proceeding to Florida, for the purpose of mediating between the Seminoles and the United States, left here on Wednesday morning last, in the steamer *Poinsett*, Capt. TRATHEN.

We have obtained a copy of the talk to be delivered to the Seminoles, and insert it below. It contains sentiments highly honorable to the influential Cherokee who penned it, showing that he understands the peculiar situation in which the aborigines of the country are placed, and properly estimates the good feelings entertained by our Government towards them. We reiterate the hope that the mediation may be successful; for, while we feel the strongest indignation at the outrages that have been committed by these savages, we have no desire that their blood should be shed, if it is possible to avoid proceeding to such an extremity.

*To the Chiefs, Headmen, and Warriors, of the Seminoles of Florida.*

I address you in the name of the Cherokee Nation, as its principal Chief, and, with the feelings of a brother, hold out to you the hand of friendship. I am of the aboriginal race of the red man, of this great island, and so are you.

The path which leads from my council fire to that of yours is a long one, and there has been no intercourse between us. My native language is different from that of yours, and we are strangers to each other. Yet the time was when our ancestors once smoked the pipe of peace together, therefore I ask you to listen to my talk. Do not let my words enter in one ear and pass through the other, like the listless winds, but receive them firmly into your hearts, because they emanate from the purest feelings of my own heart for your welfare.

Brothers, listen! I have heard of the gloom which overspreads your land, of the loud mutterings of the big gun, and the shrill echo of the war whoop, of the hostile blow which has been struck between you and our white brethren! This is bad news, and it makes me feel sorry. Perhaps you may have heard that the Cherokees are also in trouble about their own lands; this is true, but I have spoken to my people and they have listened. I told them to remember the language of President WASHINGTON and his illustrious successors, and to hold fast to the faith of treaties, which, by mutual consent, have been solemnly pledg-

ed between our Nation and the United States; that the laws and treaties for the security and protection of our rights were the only weapons with which we must defend them; that, if it has been our misfortune to suffer wrongs from the hands of our white brethren, we should not despair of having justice still extended to us by the United States. Brothers, I am now in the beloved city where our Father, the President of the United States, is seated, and his great Councils are held. I have with me a delegation of chosen men, sent by the council of my nation, for the purpose of endeavoring to settle all differences with our white brethren, upon peaceable and friendly terms.

Since our arrival here, we have met with delegations of red men from several of the Northern tribes. Among them we have seen Black Hawk, of whom you may have heard something; they have all come on a peaceable mission, to the Government of the United States, in relation to the affairs of their respective Nations. Brothers, I have shaken hands with our elder brother, the Secretary of War, and of our father, the President of the United States, and talked with them. I told my elder brother that it grieved my heart to hear of the shedding of blood between our white and red brethren, the Seminoles, and asked him if it could not be stopped, and healed by the balm of peace; he promptly replied, yes, and said that he had no desire to shed the blood of the red men, as it was the wish of his heart to treat them all with kindness and liberal justice, and assured me that such were the feelings of the President towards them, but that the Government could not take any steps in your affairs which may be interpreted into an act of weakness. Yet, if your people desired peace, and would lay aside your warlike attitude, and come in, that a treaty of peace would be negotiated with you, under the authority of the President of the United States, and that a veil shall be thrown over every thing that has taken place during the war, so that they may be covered, and never remembered or revenged. That you, Ocoola Powell, and all others, who may have been considered as principal actors in the conflict, shall be received into equal favor and protection, with all the Seminoles, in the treaty of peace.

Brothers, I have truly related to you, what has been said to me by our elder brother, who represents our father, the President of the United States, in relation to your nation. I believe his words to have been uttered with a sincere heart. I have therefore proffered to become mediator for the restoration of peace and friendship between you and our white brethren, and I rejoice in telling you that it has been accepted. Brothers, I have sent a letter to my associate Chiefs, at home, to inform them of all this. I have directed them to send four of my trustworthy and confidential men, with an interpreter, to go as messengers of peace, and forthwith bear you this talk. I trust you will take them by the hand, and smoke the pipe of brotherly friendship with them. I will tell you their names:—Tekashkeh, alias Hair Conrad, Taskekele-hee, alias Jesse Bushyhead; Oosahetah, alias Richard Fields; Ahnahstauah, alias Thomas Redwood; and their interpreter, Telahkahquahlal, alias the Pole Cat.

They go under the sanction and protection of your Father, the President of the United States, and they are accompanied by a Special Agent, Col. JOHN SHE-BORNE, who is sent by our elder brother, the Secretary of War, from this city, for that purpose.

Brothers, my hands are clean, they have never been stained with your blood; they are offered to arrest the uplifted weapons of death, and to stop the effusion of blood between a red and white brother. For the sake of your women and children, I beseech you not to push away my hands from you, nor turn your back upon me.

I tell you, in the language of truth, that I have no other interest in this mediation than the common

good which the blessings of peace bestow on all mankind.

I do not stop to inquire who has been in fault, nor to throw blame upon you or our white brethren for what has taken place. It is enough for me to hear that our white brethren say that they do not desire your destruction, and that they are willing to negotiate peace and friendship with you, and to forget all the evils which have transpired between you and them, that you may hereafter hold each other more firmly by the hand of brotherly love.

Brothers, I will not speak of the great power of the United States Government, because you know all about it as well as I do; nor will I say any thing to operate upon your fears, for I know that a brave people, when driven to a state of desperation, would sooner die under the strong arm of power, than to shrink and die the death of the coward.

But I will speak to you with the voice of a friend, and, with the voice of reason, advise you, as a small but brave people, to act the part of a noble race, and, at once, to throw yourselves upon the magnanimity and justice of the American people, for I will again repeat that our elder brother, the Secretary of War, says that the General Government ardently desires to terminate this contest without the further effusion of blood, and that it would be gratifying to all, who are animated with kind feelings towards their red brethren, to see you return to the paths of peace. That if you desire peace, it will be granted you, and that every kindness and indulgence, in the power of the Government, will be exercised towards you. Brothers, listen! Can you turn a deaf ear to such kind feelings and generous sentiments, and will you prefer war to peace, and the utter ruin of your people to their welfare and happiness? I cannot, I will not believe it. As to the terms upon which your treaty of peace shall be negotiated, I have nothing to say; that is a matter to be agreed upon between you and the Government of the United States. I have been assured, however, by the Secretary of War, that you shall be liberally compensated for any losses or injuries you may have sustained by the injustice of your white brethren; and, further, that after peace and friendship shall have been restored, should you desire to send a delegation to visit your father, the President of the United States, for the purpose of getting any business confirmed, which may be agreed upon between you and his commissioners, that you shall be permitted to do so in company with his agent, and those of your Cherokee brethren, who will deliver you this talk.

Brothers, my talk is over; I now commend to your friendly reception, the messengers of peace, who, in my name, will offer you the right hand of friendship and the pipe of peace, which, I trust, will be accepted and smoked with them and our white brethren. May the great Author of human existence be with you in your deliberations, and give you wisdom and a pure heart to decide righteously, for the future prosperity and happiness of your nation, is the sincere prayer of your friend and elder brother,

KOOWESKOOWE, *alias* JNO. ROSS.

WASHINGTON CITY, Oct. 18, 1837.

Brothers! We have heard the talk of our Chief to you. It is a good talk. We hope you will receive it in the same spirit of kindness in which it was offered, and that the cloud which hangs over you may be dispersed, that you will have a clear sky and a bright sun to beam upon your women and children, to invigorate the growth of the future welfare and happiness of your nation, is the wish of your sincere brothers of the Cherokee delegation, who join their chief in offering to you the hand of friendship.

R. TAYLOR,  
EDWARD GUNTER,  
JAS. BROWN,  
SAM'L OUH GUNTER,



ELIJAH HICKS,  
SITEWAKEE, his x mark,  
WHITE PATH, dō x do.

To Micanopy, Philip, Coacooche or Wild Cat, Oco-la Powell, and others of the Chiefs and Warriors of the Seminoles of Florida.

*From the Providence, R. I., Journal.*

#### TEMPERANCE.

We would invite attention to the Circular published in this day's paper, which has been issued under the direction of the Rhode Island State Temperance Society. It is a paper well, ably, judiciously, and *temperately* drawn up, and has reference to a great and crying evil that should be abated; and to effect which abatement, all good men and true, all whose hearts are warmed by the spirit of humanity, all who have a desire to elevate the moral character and better the condition of the generous-hearted, noble-feeling, self-neglecting mariner, will join in making an appeal for the purpose to those who sit in high places, and whose duty it is to regard with an equal eye the best interests of each and every class.

The object of this Circular, as may be seen, is to solicit the co-operation of the friends of Temperance throughout the country, in petitioning Congress to *abolish the use of ardent spirits in the Navy*, as they already have done in the Army; and thus place on an equality these arms of a Nation's pride and defence.

We believe that this may be, as is stated in the Circular, a propitious time for directing the attention of the National Legislature to this important subject.

At the annual meeting of the Rhode Island State Temperance Society, held in the City of Providence on the 17th ultimo, it was unanimously

"Resolved, That a petition, signed by the President and Secretary of the R. I. State Temperance Society, be presented to the Senate and House of Representatives in Congress, praying them to repeal the law allowing Seamen in our Navy a daily ration of ardent spirits—thus putting the navy on a footing with the army; and that a circular, with the same signatures, be sent to each State Temperance Society in the Union, requesting their co-operation."

In conformity to the foregoing resolution, the undersigned beg leave to address you this

#### CIRCULAR.

We hail you as brethren in the blessed cause of Temperance; a cause, in its origin, truly American. Commencing in some humble efforts to arrest the alarming progress of an insidious evil, it has gradually gained ground in the affections and confidence of Patriots and Christians in every State. Nor has the influence of those efforts been confined to this land. The American spirit of the Temperance Reformation seems destined to be co-extensive with the American genius of civil liberty. Already has it winged its way across every ocean, breathed upon other countries, and lighted on many distant islands. Yea, crowned heads, by their agents and correspondence, have come over to our very doors to learn the secret and the wonder of this reformation, with as much interest and respect, as the Queen of the South came to Palestine "to hear the wisdom of Solomon."

Although we have to lament that a cause, so happily calculated to promote the best interests of mankind, should have opposers, even those who are subtle, powerful, and persevering; yet it is what we are to expect, in the prosecution of every benevolent enterprise. Many, doubtless, have opposed the cause, or the measures adopted to promote it, conscientiously; not duly estimating the extent of the evil to be removed, or not having confidence in those measures, or fearing a re-action, in case of a failure, which would increase the evil. Others, professedly deploring the evil, have looked upon it as too great, too deep-rooted to be eradicated. Many such timorous,

faint hearted men have remained neutral in their professions, though not in their influence; for, while the friends of temperance could not claim them, the enemy have ready numbered them in their ranks, and thus strengthened their hands. Perhaps but few, if any benevolent causes, save the pure Gospel of the Son of God, have excited greater opposition, or had to contend with greater trials and difficulties, than this, which is levelled directly at two of the strongest passions of human depravity; an acquired thirst for strong drink and such a constitutional love of "filthy lucre," as will lead men to brook no common restraint, nor shrink at means to advance their worldly interest, at the expense of the present and future misery of their fellow creatures.

At the same time, the success of but few, if any benevolent causes have been greater. Influenced by love to those whom we would gain, the arms, with which we have contended against intemperance in its strong holds, have been principally spiritual and not carnal. Principally by kind, yet firm, undaunted, persevering efforts at "moral suasion," we have advanced from battle to battle, and from conquest to conquest, until in relation to hundreds of thousands, the friends of temperance may say, in the language of one of our Naval heroes, "we have met the enemy and they are ours." Kind moral suasion, we believe, must still continue to be the leading principle of action in this holy and blessed cause. This principle must be written in blazing capitals upon our waving standard; and our language, when we look upon it, must be, "by this we conquer." We believe that the aid of the Statute Book should be called in only when motives fail; and that the strong arm of law should be brought to bear upon the incorrigible, only enough to sustain the majesty of law. We would not so much compel, as kindly entreat and persuade men to be temperate, and cease to pursue such a course, for pecuniary gain, as, in its effect, destroys their fellow beings.

But while, as a Temperance Society, we disclaim all political influence, in the common acceptance of the phrase, and profess to be only Patriots and Christians, and rely principally upon motives presented to advance our cause, we are free to express our opinion, that no legislature should legalize any course or practice, in relation to intoxicating drinks, which in its tendency promotes intemperance and makes drunkards. We would "not speak evil of rulers," nor hastily or rashly disapprove of their errors. For many existing laws, which are unfavorable to the temperance reformation, and we believe prejudicial to the best interests of our country, there is to be offered, in extending the mantle of charity, the same apology, or at least, the same extenuation of guilt to be made, as in relation to the past conduct of those, who before this reformation commenced, daily drank *moderately*, wiped their lips, and verily thought they did no evil; but now totally abstain from all drink that intoxicates. The apology is, blindness, in part, has happened, as well to those, whose duty it is to frame good and wholesome laws, as to those good men, who once indulged in such practices, without incurring censure, if not without remorse, as would now blast their reputation and double the crimson blush on their cheeks. The fact is, alcohol is a combustible fluid. The temperance cause has held a match to that fluid and set it on fire. The blaze of the sideboard, the bar, the dram-shop, and the distillery, thus lighted up, has illumined the minds of men and redeemed conscience from Egyptian darkness. The world now *cannot* shun the light, which reproves their evil deeds or exposes their errors.

While we rejoice in the repeal of the law allowing to soldiers in our army a daily ration of ardent spirits, and in the entire prohibition of the demoralizing practice; we deeply lament that a similar law still exists in relation to seamen on board our national ships. We believe that, by this practice, many no-

ble sailors are confirmed in intemperate habits, not a few made drunkards, and valuable lives lost. It also promotes other vices; leaves seamen less susceptible of moral instruction; counteracts the influence of naval chaplains; makes the task of officers more arduous and difficult, and the rigid execution of severe regulations more necessary, in order to preserve due subordination and discipline; renders the crew less qualified to discharge their duties, in protecting our commerce, defending our maritime rights, and especially in preserving our ships amidst the rage of elements, and above all, in fighting our battles in time of war. Besides, the practice thus legalized, operates, so far at least as example is concerned, against the disuse of ardent spirits on board our merchant ships; by which property and life, to an immense amount, would be saved. We ought further to consider, that next to foreign ministers, our public ships, or their officers and crews, are the most important representatives of the nation through the world.— Their character honors or dishonors us. How important that the crews, as well as the officers, should be free from sins, which are a reproach to those whom they represent; and that they should be endued with that righteousness, that temperance, which exalteth a nation.

Influenced by these considerations and others, which will as readily suggest themselves to you as to us, we respectfully and earnestly solicit your co-operation, in conformity to the foregoing resolution. We can but believe this is a propitious time to invite the attention of our national legislature to this important subject; and that they will be ready to put in operation such measures as their wisdom shall direct, to expunge the use of ardent spirits from the navy, as they have done from the army; especially since, to the honor of the nation, they have recently expunged it from the walls of the Capitol. Furthermore, we feel assured that the removal of the evil in question will meet the full approbation of a vast majority of our naval officers; the most of whom are men of the highest respectability, and the decided friends of moral improvement.

By order of the Board,

WILLIAM ALPIN, *President.*

L. D. JOHNSON, *Corresponding Secretary.*

**COAST GUARD.**—The state of anxiety into which the community was thrown on the occasion of the reported capture of the *Susquehanna* by pirates, although, as the result has shown, without foundation, indicates the possibility of an evil which ought to be guarded against. At the period mentioned, the propriety of the establishment of a Coast Guard, on the part of the Government, was suggested from various quarters, and, however the urgency of the necessity for such a force may have been diminished, nothing has occurred to show that the measure should not be effected. There are a variety of reasons why such a guard should exist. In the first place, it would furnish an agreeable service in which those who may belong to the navy, or be disposed to enter on a seafaring life, may be engaged. A squadron of well equipped and well manned vessels, kept constantly plying along the coast, and keeping up regular communications between its distant points, whilst it would insure safety to commerce, would tend to make the country generally acquainted with the value and respectability of our naval establishment. By being transferred from one point to the other, the officers would be seen and known, and that friendliness of intercourse be established which should exist between men of their profession and their fellow-citizens, in the protection of whose interests they are engaged. Nor would the least valuable consequence of such an establishment be the nursery it would afford for good officers and seamen. The cruises being of short duration, parents, whose children might have a fondness for a sea life, would be disposed to let them make a trial of it, un-

der the direction of men of standing, and such as might wish to enter upon the profession, but are deterred by the length of absence from friends which it involves, would readily ship when it would be known that this objection would no longer exist. We would further suggest, whether it be not right and proper that our country should support such a force, holding the position which she occupies in the scale of nations. Look at England, France, and the other nations of Europe. In approaching the coast of any of those countries, vessels of war are found constantly cruising, and ready to afford such assistance as may be required by vessels coming from long voyages, and which may be in need of provisions, or may be shattered by tempest. On the latter score a coast guard would be to us peculiarly desirable, as, in the winter season, the approach to the coast is certainly dangerous, and accidents, such as those last winter, in the neighborhood of New York, too frequently occur. What a blessing would it be to the crew of a ship, coming in disabled by long exposure to cold, to be relieved by a detachment of fresh hands, and brought into port. There is no point in view in which this guard is not desirable, and we sincerely hope that Congress will authorize its establishment. The expense is not worth hating, compared with the good it will do.—*Baltimore American.*

**SCHOOL SHIPS.**—Whatever may be the fate of the packet ship *Susquehanna*, of one thing there can be no doubt, namely, that public attention has been drawn, by its reported capture, to some of the wants of the Navy Department. Among other things now loudly called for by public opinion, and which has heretofore been urged upon the attention of the Department by distinguished naval officers, is a Coast Squadron, to be constantly employed in cruising off our coast for the protection of our growing commerce, and as a school of practice for American seamen. Great difficulty is now experienced by the officers of the navy in procuring American seamen for our national ships, and it is not, perhaps, going too far to say, that more than one-half of the seamen on board our ships of war are *foreigners*. This is a fact highly discreditable to us as a nation, inasmuch as Government might easily remedy the evil. A plan, not only feasible, but highly benevolent in its character, has been suggested as a remedy for this evil, and to which public attention has heretofore been drawn, though perhaps at a time when the public mind was too much absorbed by other matters to take the subject into serious consideration. We allude to the plan of establishing, in each of the principal sea-port towns in the United States, a school ship, for the reception of such boys, say from the age of ten years to fifteen or sixteen, as might be disposed, by and with the consent of their parents and guardians, to enter it with a view of fitting themselves for a seafaring life. The plan proposes that on board this ship shall be kept a school for the education of these boys, and that they shall be well instructed in the various rudiments of reading, writing, arithmetic, navigation, &c., so as to be competent to take charge of a merchant vessel. The vessel on which they were aboard, would, of course, occasionally make a short cruise along the coast, with the view of practising the boys in seamanship, and giving them a practical knowledge of their business. The school and ship should be placed under the charge of some judicious officer of the Navy, who would take pride in training these juvenile sailors, and in making them worthy defenders of their country; and who would also have a care of their *moral* improvement, for it should be a cardinal point, in these schools, to preserve the boys from vice and temptation of every kind.

It may be doubted by many whether parents and guardians could be induced to place their children and wards in such a situation, and whether a sufficient



number of boys could be obtained to warrant the expense of keeping up the school. But we have no doubt on this subject; if the school were established and conducted upon a judicious plan; if it were made respectable by the character of its officers; and were parents and guardians assured that the *morals* of their children and wards would be strictly guarded, and the boys kept from the contamination of vice, there would be no lack of applicants for admission. Indeed, let any one look at the number of lads that are now idle, or worse than idle, about our streets and wharves, and who, by associating with the vicious and depraved older than themselves, soon learn the ways of the wicked, and become adepts therein; and tell us whether the parents of these youngsters would not rejoice at the opportunity of placing them where they could not grow up in ignorance and vice, useless to themselves, a disgrace to their connexions, and a burden to the community?

We are indebted for our ideas upon this subject to a distinguished officer of our navy, who has the subject so much at heart that he declares himself ready and willing, if Government will adopt the plan, to devote the remainder of his life to it, believing that he could therein render a most important service to his country, and to thousands of individuals endowed by nature with all the requisites necessary to make useful men, who would, otherwise, perhaps, finally end their days in ignominy. We commend the subject to the notice of Congress, and also to the notice of the editorial corps, in all the principal cities, and invoke their aid in pressing it upon the attention of the proper authorities.—*Philadelphia Herald*.

We have now in our community a very respectable retired master of a vessel, now 74 years of age, who has crossed the Atlantic 96 times; visited the West Indies 30 times; never cost the insurance office one dollar; escaped shipwreck and loss of spars; was never so sick as to be deprived of taking the deck; up to this date has escaped head ache; his teeth are as good as ever, so much so, that he can, as he terms it, eat a musty biscuit; in a word, one would suppose, from appearances, the said person might yet remain full of vigor for years to come. What is rare, to this day he receives no credit; he pays all cash; and the most remarkable of ALL, he pays for his newspaper always in ADVANCE, and is now what is richly merited; a man universally respected. As the Spaniard says, may he live a thousand years.—*Baltimore Sun*.

A PENSIONER ONE HUNDRED AND SIX YEARS OLD—John Davis still continues to call on "Uncle Sam," semi-annually, for his pension, though he numbers a whole century and six years over. I saw him a few days since when he attended here to prove his identity, and his right to be counted among the living.

This aged veteran was born in Prince William county, Virginia, and for some time lived near the residence of George Washington, with whom he served in Braddock's war. He afterwards served through the whole period of the revolutionary struggle. His appearance does not betoken such extreme age—his step is still quite active and firm and he rode on horseback to this place (eleven miles) and returned the same day. His hearing is but little impaired, and his vision such that he writes his name without spectacles. He observed that his faculties were failing, especially his memory, though sometimes his recollection was very perfect in recalling the past events of "bye gone days," but again he found himself frequently bewildered in a story, and indeed, says he, "I begin to feel the effects of old age." The last twenty years he has not tasted of ardent spirits, and what is most singular in this man's history, is his conversion at the age of ninety-nine, was baptized, and still continues a constant member of the Baptist Church.—*Southern (Geo.) Banner*.

## ARMY.

### OFFICIAL.

#### SPECIAL ORDERS.

No. 91, Nov. 11—Lieut. J. H. Miller, 4th Art., relieved from duty in the Indian Department, and ordered to join his company in Florida.

No. 92, Nov. 17—Lieut. J. M. Wells, 7th Inf., sick leave 6 mos.

#### APPOINTMENTS.

Oct. 16—William D. Berrien, of Georgia, to be 2d Lieut. 6th inf.

Lieut. J. P. Center has been appointed Adjutant of the 6th regiment U. S. Infantry, vice Sevier, resigned.

#### OFFICERS OF THE ARMY AND MARINE CORPS EMPLOYED ON INDIAN DUTY.

Major John Garland,	1st Infy.	Detroit.
Captain I. P. Simonton,	1st Drags.	Cherokee country.
Capt. E. A. Hitchcock,	1st Infy.	St. Louis.
Capt. John Page,	4th do	Creek Emigration.
Capt. P. Morrison,	4th do	Seminole Emigrat'n
Capt. R. D. C. Collins,	4th do	Little Rock.
Capt. G. Morris,	4th do	Creek Emigration.
Capt. Jacob Brown,	6th do	Little Rock.
Capt. J. R. Stephenson,	7th do	Fort Gibson.
Capt. J. A. Phillips,	7th do	Chickasaw Emig'n.
Lieut. E. S. Sibley,	1st Arty.	Chicago.
Lieut. E. Deas,	4th do	Creek Emigration.
Lieut. T. M. Hill,	1st Infy.	Fort Leavenworth.
Lieut. J. Van Horne,	3d do	Fort Gibson.
Lieut. J. T. Sprague,	5th do	Illinois.
Lieut. J. D. Searight,	6th do	Indiana.
Lieut. J. G. Reynolds,	M. Corps.	Creek Emigration.
Lieut. T. T. Sloane,	do	do
Ass't. Sur. J. C. Reynolds,		Cherokee Emigrat'n.

## NAVY.

### ORDERS.

Nov. 15—Passed Mid. B. J. Moeller, O. Tod, W. B. Whiting, to Washington, on duty connected with the coast survey.

15—Passed Mid. B. S. B. Darlington, leave of absence 12 months, to visit Europe.

#### *Frigate Columbia, bound to the East Indies.*

GEORGE C. READ, *Commodore*.

*Lieutenants*, G. J. Pendergrast, W. H. Kennon, A. Lewis, W. C. Whittle, T. D. Shaw, J. W. Turk.

*Fleet Surgeon*, John Haslett. *Assistant Surgeons*, W. E. Coale, R. J. Harrison.

*Purser*, F. G. McCauley. *Acting master*, A. M. Pennock.

*Passed Midshipmen*, J. McCormick, W. Ross Gardner, A. S. Baldwin, R. B. Pegram, E. Jenkins, D. Ross Crawford.

*Midshipmen*, J. D. Usher, J. J. Guthrie, G. W. Hammersley, J. N. Barney, W. M. Greene, C. Sinkler, C. St. Geo. Noland, E. Donaldson, N. Barnes, Jr., C. M. Collier, J. Dorsey Read.

*Professor of Mathematics*, J. H. Belcher.

*Boatswain*, W. Waters. *Gunner*, Alexander Russell. *Carpenter*, C. Boardman. *Sailmaker*, B. Crow.

#### *Ship John Adams, bound to the East Indies.*

THOMAS W. WYMAN, *Commander*.

*Lieutenants*, S. B. Wilson, T. Craven, A. H. Foot, W. A. Wurts.

*Surgeon*, J. A. Lockwood, acting. *Assistant Surgeon*, J. Beale.

*Purser*, D. Fauntleroy. *Acting master*, J. W. Revere.

*Passed Midshipman*, E. C. Ward.

*Midshipmen*, J. Q. Adams, J. V. Hixon, D. M. Fairfax, R. B. Riell, J. H. Spotts, R. Townsend, J. M. Wainwright, B. T. Wilson.

*Boatswain*, J. Ball. *Gunner*, J. H. Ryder. *Carpenter*, J. Hayden. *Sailmaker*, W. H. Brayton.

#### *Steam frigate Fulton, bound to the West Indies.*

MATTHEW C. PERRY, *Captain*.

*Lieutenants*, W. F. Lynch, A. H. Foot, J. C. Carter, S. B. Bissell, E. L. Handy.

*Surgeon*, L. B. Hunter. *Purser*, G. R. Barry.

*Acting master, C. W. Pickering. Passed Midshipmen, L. B. Avery, W. A. Jones, J. Carroll. Midshipmen, W. A. Bartlett, W. L. Blanton, W. C. Brashears, G. W. Doty, B. Romaine Nichols, S. Pearce, C. Vanalstine.*

#### APPOINTMENTS.

November 15—V. R. Hall, Boatswain.  
John Clapham, Gunner.

#### RESIGNATION.

Samuel B. Lee, Midshipman, November 20.

#### REVENUE CUTTER SERVICE.

Cutters Jackson and Campbell detached for duty on the coast of Florida.

Cutter Washington assigned to duty on the coast between Sandy Hook and Cape Henry; and, in addition to her ordinary duties, to aid vessels in distress.

Cutter Madison, preparing at Portsmouth, N. H., for service on the coast of Florida.

#### OFFICERS OF THE JACKSON.

Captain, Philemon Gatewood. 1st Lieut. Gay Moore.  
2d Lieut. Geo. Clarke. 3d Lieut. Osmond Peters.

#### OFFICERS OF THE CAMPBELL.

1st Lieut. N. Coste, Commanding. 2d Lieut. W. B. M'Lean. 3d Lieut. John B. Meigs.

#### OFFICERS OF THE WASHINGTON.

Captain H. D. Hunter. 2d Lieuts. John McGowan, and John W. Hunter. 3d Lieut. John B. Fulton.

#### ORDERS.

Capt. Robert Day, to the Vigilant, Newport, R. I.  
Capt. W. A. Howard, to the Madison, Portsmouth, N. H.  
1st Lieut. C. B. Childs, to the Dexter, Gulf of Mexico  
3d Lieut. James Morrison, to the Jefferson, do  
3d Lieut. Wm. Norris, to the Vigilant, Newport.  
3d Lieut. Beverly Digges, to the Taney, Norfolk.

#### VESSELS REPORTED.

Ship Independence, Commodore Nicolson, at Madeira, Oct. 12.

Ship Fairfield, Commr. Mayo, and brig Dolphin, Lt. Com'dt Purviance, off the bar of the Rio Grande, Sept. 2—all well. Off Buenos Ayres, Sept. 25, to sail in a few days for Rio Janeiro.

Ship Ontario, Commr. Breese, on a cruise, and schr. Grampus, Lt. Com'dt Peck, for Nassau, sailed from Havana, 3d instant.

Ship St. Louis, at Havana, 3d inst., to sail next day to windward; was spoken on the 7th, lat. 26, 20, lon. 79, 40, four days out, bound to Norfolk.

Schr. Enterprise, Lt. Com'dt Glendy, sailed from Valparaiso, Aug. 15, for the lee coast.

Ship Falmouth, Comm'r McKeever, bound to the Pacific, arrived at Rio Janeiro, Oct. 3.

#### MARRIAGES.

At Fort Winnebago, Wis., on the 24th ult., by the Rev. J. Lowry, Lieut. W. M. D. McKISSACK, U. S. A., to Miss GWINTHILLIAN, daughter of Major JOHN GREEN, U. S. A.

At the "Brook," Albemarle county, Va., on Sunday morning, the 12th inst., by the Rev. Mr. Meade, Lieut. JOHN WENTWORTH COX, U. S. N., to EMMA MATILDA, daughter of the late WILLIAM T. STOCKTON, of Pennsylvania.

At Norfolk, on Thursday evening last, by the Rev. Mr. Parks, R. C. GWATHMEY, Esq., of Richmond, to Miss EMILY S., daughter of Major CHARLES H. SMITH, U. S. Army.

On the 25th Oct. at St. Mary's, Ga., by the Rev. Horace S. Pratt, Col. JOHN WARREN, commanding 1st Regiment East Florida Volunteers, in the United States service, to Miss CHARLOTTE S. CLARE, of England.

#### DEATHS.

In Harrisburg, a few weeks since, suddenly, WM. H. PENDLETON, late of the Texan Army, and formerly midshipman in the U. S. Navy:—*Texas Telegraph*, September 23.

At Troy, on the 10th inst. Col. ALBERT PAWLING, in the 85th year of his age.

He joined the revolutionary army, in 1775, as a second lieutenant, in the regiment commanded by Colonel James Clinton, and shortly after marched with him into Canada, and joined that part of the army under the command of Gen. Montgomery, and remained there, sharing in all its dangers and privations until the next spring, when he returned to the State of New York. Shortly after his return, he was appointed Brigadier Major, by Gen. George Clinton, and served with him as such until the summer of 1777, when he received the appointment of Major in one of sixteen additional regiments, which was commanded by Col. W. Malcolm, and served under him until the summer of 1779. He was then appointed Colonel of a regiment of Swiss, raised for the defence of the frontier of the State of New York, in which he continued until the close of the war. He was in various battles during his important services, among which the taking of St. Johns, at the assault of Quebec, by Gen. Montgomery, and was near that officer when he fell. He was in the battle of Monmouth and White Plains. He was the first Sheriff of Rensselaer county, and first Mayor of the city of Troy.

#### ARMY AND NAVY REGISTERS FOR 1838.—

These annual publications will be officially issued early in January. Persons desirous to possess copies of either, are invited to forward their orders to the editor of the Army and Navy Chronicle. As the editions of former years have been very soon exhausted, orders should be forwarded as early as practicable to prevent disappointment. The price will be 37 1-2 cents per single copy—three copies for one dollar—or three dollars per dozen.

Subscribers to the Chronicle, who will remit the next year's subscription, without delay, in money current in the District of Columbia, free of postage, shall receive a copy of either Register without charge.

#### NAVY SUPPLIES FOR THE YEAR 1838.

NAVY COMMISSIONERS' OFFICE,  
November 7, 1837.

PROPOSALS, sealed and endorsed, will be received at this office until 3 o'clock, P. M. of the 29th November, 1837, for supplying and delivering at the Navy Yards, Charlestown, Massachusetts; Brooklyn, New York; Philadelphia; Washington, D. C.; Gosport, Virginia; and the Baltimore Naval Station, severally and respectively, such quantities of the following denominations of articles as the respective contractors for them may be ordered to furnish, upon requisitions from the respective commanding naval officers, or navy agents, for the use of the United States Navy, during the year 1838, viz:

1. Cordage.
2. Cold Rolled Copper.
3. Iron—round, flat, and square.
4. Dry White Lead.
5. Raw Linseed Oil.
6. Superfine Flour.
7. Ship Biscuit.
8. Whiskey.
9. Spermaceti Candles.
10. Spermaceti Oil.
11. Butter.
12. Cheeses.
13. Molasses, Vinegar, Rice and Beans.

Blank forms of offers for each denomination of articles will be furnished by the commanding officers of the navy yards and station to persons applying for them, and upon which all offers should be made, strictly conforming to the directions which they contain. Samples of the biscuit are lodged with the commandants of yards.

Separate proposals must be made for each navy yard, and for Baltimore. The blank offers furnished to individuals must have all the blanks filled up, and must be subscribed as directed in the note on the face of each form; and they must be *unqualified and unconditional*. As the forms specify all the conditions and stipulations to be performed by the respective contractors, no modification will be allowed.

Ten per centum will be withheld from the amount of all payments made from time to time for articles delivered, which will not be paid until the contracts shall be fully complied with in all respects.

Nov. 9—td.